

## FIFTEEN DEAD.

At Least Twenty-five Other Passengers Terribly Injured.

A Disastrous Wreck on the Delaware, Lackawanna & Western.

THE DOVER EXPRESS TELSCOPED AT HACKENSACK BRIDGE.

Accident Caused by the Dense Fog Prevailing in the Vicinity of the Bridge. The Wreck—The Dover Express Was Followed From Roseville by a Commutation Train—It Pulled Out Four Minutes After—Nearing the Bridge the Express Slowed Up and the Crash Came in the Darkness.

New York, Jan. 15.—A frightful accident occurred this morning on the west side of the Hackensack bridge, on the Morris & Essex branch of the Delaware, Lackawanna & Western Railroad. The train which leaves Roseville at 6 o'clock crashed into the rear of the Dover express, telescoping two cars.

Fifteen passengers in these two cars are known to have been killed and at least twenty-five are terribly injured.

The Dover express passed through Roseville without stopping. The train which ran into the express is the regular commutation train. It pulled out of Roseville four minutes after the express had disappeared in the fog in the direction of New York. On approaching the bridge over the Hackensack river the express slowed up.

The commutation train following did not halt at the bridge, but came along at its usual rate of speed.

The engineer first saw the express when less than 200 feet from it. Although he reversed his engine he could not prevent a collision.

The ponderous locomotive crashed into the rear car, throwing it from the track for quite a distance. This car and the one ahead of it were completely wrecked.

Both cars were full of passengers, who were crushed to death or terribly mangled.

The brakeman of the rear car of the Dover express discovered that a wreck was inevitable and shouted at the top of his voice:

"Jump for your lives! Another train is coming behind and will be up us in a minute!"

This warning cry was sufficient to put the entire rear car of the express in a commotion. Passengers rushed pell mell for the nearest means of exit. Some jumped through the windows in their haste, while the majority rushed to the doors. In the excitement some fell on the floor, while others tumbled over them.

Before all the frightened passengers could make their escape, the Orange lake crashed into the rear of the Dover express, telescoping it into the car ahead, also telescoping that, dealing death on all sides.

The collision is said to have been due to fog. Trains always slow up when approaching the Hackensack bridge. It is said that the South Orange train was running so close behind the Dover express that there was no time to send back a flagman.

The following is a correct list of the killed so far as known up to 8 p. m. at Vokes' morgue, Hoboken:

WM. R. ADAMS, Summit, N. J.; married, leaves widow and five children.

W. J. TURNER, Basking Ridge, N. J.

EDWARD FISKE, Basking Ridge, N. J.

JOHN F. FURKOVICH, Summit, N. J.

JOHN H. HEMMER, Summit, N. J.

T. RYAN, Millburn, N. J.

AT CRYSTINE'S MORGUE:

EDWIN MORRILL, Summit, N. J.

FRANK, residence unknown.

WM. FURKOVICH, Summit, N. J.

The following are also reported dead, but so far have not been located:

DR. JAMES DOTT, Basking Ridge, N. J.

—RICH, Summit, N. J.

thrown over the bodies and the faces concealed.

"I know that two of the dead bodies were those of women. One of them was a young girl, about 17 years of age. As they were all covered up as completely as possible I was unable to tell how the two women were dressed. Both bodies of the women were taken from the car preceding the smoker on the express.

"Among the bodies I noticed that of an athletic-looking boy about 19 years old. It was well dressed. The trainmen said physicians were called to prevent any close examination of bodies by outsiders and I was therefore unable to scrutinize the dead.

"I also saw at least a half dozen passengers who were injured more or less severely in the accident. Their wounds as far as I could see, were confined to their heads, which were bandaged by the doctors. I noticed that most of them were apparently badly hurt, as much blood was still soaking through the wrappings around their heads.

"Few were hurt on Train No. 84. To me it is a very strange thing that all the passengers on Train No. 84 escaped without serious injuries. They were, of course, shaken and bruised and jarred by the shock, but none were in need of medical assistance.

"The injured passengers and those who were only slightly injured made their way on foot or by the elevated road to the Hoboken station.

"It was about 5:15 or 5:20 o'clock when the collision occurred, as near as I can make it.

Mr. H. P. Reed, another passenger on the wrecked train, tells a graphic story of the collision.

"I was in the car right behind the baggage car," he said to the Post-Dispatch correspondent. "The car was crowded with business men, nearly all of them reading when the crash came. We all heard a terrific cracking noise and on the instant we were thrown off our feet, while a few paces of glass fell out. For the moment we did not realize the awful situation, but when cries and screams of pain arose from the rear car we knew that a wreck had occurred, and every one scrambled for the door.

"The sight was one which I will never forget as long as I live. The last car of the train had been smashed to bits and it had been made of kindling wood. The woodwork was lying in all directions, while in the midst of it lay the mangled and torn pieces of what had been the engine that ran into us. The engine had been smashed to pieces.

"The second last car of our train had been stove in about half way, and all through the wreckage lay the dead and dying.

The cries and the moans of the dead and dying were something awful. I saw for the first time every one who was so terribly hurt that he did not know what to do to relieve his sufferings.

"I counted nine dead bodies which had by the force of the collision and the breaking up of the car been thrown clear of the wreck.

"I am positive that there were at least a dozen more bodies in the ruins. The sight was so shocking that I had to turn away. Some of my friends had been killed, and I had no recognition. No relief of any kind was at hand. In all that train there was not as much as an inch of sticking plaster.

"After a time the employees and volunteers managed to lift the wreck a little and the bodies of the dead were taken out. I had not been damaged, carried as many of the wounded and the dead as could be accommodated to the hospital. There was no room for me on the train. I was left in the car for several days until my luggage was carried away and her body was taken to the morgue. She was unrecognizable and was abandoned by her crew.

Out to Pieces by a Saw.

WEST PLAINS, Mo., Jan. 15.—D. Jenkins of Douglas County, while repairing some saws at a saw mill, was killed by a saw which cut him in two. His death was instantaneous.

Locomotive Exploded.

PORTLAND, Ind., Jan. 15.—A locomotive exploded at Winchester, on the Big Four road last night, killing the fireman, fatally injuring the engineer and wounding two others.

Miscellaneous Mistakes.

The bodies of John Cooke and August Blum, who lost their lives in the Newton Creek disaster last night, were found by a farmer near the site of the wreck.

"Black Jack" Rogers, formerly a Cranston, Iowa man, was killed by a saw while working on a moving car just east of Brockton.

THE CARRIAGE RIOTERS.

CARRIAGE, Jan. 15.—Reinforcements have arrived here and a number of arrests have been made. The rioters have cut the telephone wires and attempted to wreck a train at 4 a. m. The rioters have cut the telephone wires and attempted to wreck a train at 4 a. m. The rioters have cut the telephone wires and attempted to wreck a train at 4 a. m.

Malloy's Injuries Prove Fatal.

James Malloy, who was run over at Twelfth street and Washington avenue by a Lindell Hotel car about 6 o'clock last evening, died at St. John's hospital at 10 o'clock this morning. Malloy was a general merchant near St. Louis.

Forecast for the day: Partly cloudy, with a chance of rain. Temperature, 40 to 50.

THE WEATHER.

Generally Fair and Nearly Stationary Temperature at St. Louis.

Rain has been general in the central and lower Mississippi valleys, the Ohio valley and the lake region. The heaviest fall reported is 1.8 inches at Victoria, Miss., in the last twenty-four hours.

The temperature has remained practically stationary, being still above normal throughout the country except in the Red River of the North valley.

Forecast for St. Louis—Generally fair; cooler to-night; warmer Tuesday; variable winds.

## IN CROWDS.

Unemployed Men Applying for Forest Park Lake Work.

Over 1,000 Names Already Registered at the "Post-Dispatch" Office.

THREE MEN ARE ASKING FOR WORK, NOT ALMS.

The Full Extent of the Great Undertaking of the Lake Employment Fund Now Becomes Apparent—Work Will Begin at the Earliest Possible Moment—Letters and Subscriptions Received—Addresses Delivered Yesterday for the Fund—Help the Unemployed.

Up to 5 o'clock this afternoon 1,115 men seeking employment on the Forest Park Lake work had registered at the "Post-Dispatch" office. They are able-bodied, broad-shouldered, sober men. They are asking for work, not alms. Every dollar subscribed to the Lake Employment Fund will be paid in wages to those men and others like them, and will save them from the necessity of soliciting alms. There can now be no question as to the necessity of providing work for the unemployed of St. Louis. Help them at once.

### THE FUND PLAN.

A Lake in Forest Park one-half mile or more in length.

The work to be done by the otherwise unemployed workmen of St. Louis.

Eligibility to secure employment: A willingness to work.

The work to be under direction of the Board of Public Improvement.

The fund to be under the financial management of a Citizens' Committee.

The employment of labor to be done by a representative of the Citizens' Committee, stationed on the grounds for that purpose.

The work to be given to otherwise unemployed workmen now residing in St. Louis.

Benefits: Relief of existing distress and accomplishment of a needed public work.

On this basis your subscription to the fund is requested.

SAMUEL J. NICCOLS, D. D., HENRY C. HARRIS, THOMAS O'REILLY, M. D., Fund Committee.

The Lake Employment Fund to-day enters upon the second week of its establishment.

The opening of the work of relieving the distress of the unemployed of St. Louis, for which the fund was established, is now at hand. The date will be definitely announced in next Thursday's Post-Dispatch. The Council and the House of Delegates are meeting in special session at the City Hall to hurry through the passage of the ordinance, making the immediate opening of work on the Forest Park Lake possible.

Subscriptions to the Lake Employment Fund to date are as follows:

Liggett & Myers Tobacco Co. \$ 300.00  
The Post-Dispatch Co. 1,000.00  
C. F. Blanke Tea and Coffee Co. 10.00  
Dr. I. G. W. Steadman. 25.00  
Cash. 1.00  
Common Sense. 1.00  
J. A. St. John. 1.00  
A. Hearty Approver. 10.00  
E. C. Moulton & Co. 10.00  
J. N. P. 25.00  
Slattington Slate Co. 10.00  
A Steady Passenger. 2.00  
Cash. 2.00  
A. B. C. 2.00  
St. Louis Dressed Beef and Provision Co. 250.00  
The Guardian Hat Co. 10.00  
Drummond Tobacco Co. 500.00  
Employees Missouri Pacific Railroad. 20.75  
Repair Shops. 5.00  
Shoe Co. 1.00  
R. D. 1.00  
Moffett & Francis. 100.00  
Recorder of Deeds Wm. A. Hobbs. 100.00  
and employees of his office. 100.00  
J. A. St. John. 100.00  
Dr. Thos. O'Reilly. 100.00  
A Little Boy. 10.00  
Anheuser-Busch Brewing Association. 100.00  
Ladies' Charitable Society of the Non-Sectarian Church. 50.00  
Rev. M. Rhoades. 1.00  
W. K. Heath. 1.00  
H. P. A. 2.00  
Missouri Car and Foundry Co. 100.00

Total to date \$3,038.10

The all-important work now confronting the people of St. Louis to subscribe to the Lake Employment Fund and thereby insure the prompt and thorough relief of the unemployed of St. Louis, dating from the first day's work at Forest Park.

Rev. Samuel J. Niccols, Chairman of the Fund Committee, yesterday pointed out the pressing necessity for the relief of the unemployed men of St. Louis. He said truthfully that "the best help one can bring to a needy man is to enable him to help himself."

Dr. Niccols therefore called on the people of St. Louis to contribute to the Lake Employment Fund. He did so as follows, after outlining the relief work being done in other cities:

"The proposal made by the Post-Dispatch is directly in line with all this. Indeed it is the only practical proposal so far as I am now aware, before our community to furnish work for the unemployed. No reasonable objection can be raised against it. It does not interfere with other labor or throw other workmen out of employment. There is not an over-supply of lakes on the market. It is something for the public good and not a waste of toil and money. Its execution must result in many incidental advantages besides giving employment to hundreds. It would put a large amount of money into circulation, and it will also afford a test by which to determine the value of the work and the underlying, and thus tend to discourage street begging."

"That there is need for some such employment is sadly apparent. If one cares to look he can easily find evidence of it. But yesterday a man asked me on the street, respectfully, but with an earnestness that demanded a hearing. 'Sir,' said he, 'I am not a beggar, but a workingman made desperate. I have never before asked for help. I have been out of work three weeks, and I have a wife and four children, the youngest sick, and I have no bread for them. I do not ask you to believe my word, but come and see.' It was as he said. The rooms in which they lived were clean and neatly furnished, but the pale, hunger-stricken faces of the wife and children told their own story. It was a humiliation for them to ask help, and they received it with tears. The father and husband said: 'I am able to work. For God's sake and for the sake of my children, get me something to do, and I will thank you with all my heart.'

"This is only one case among thousands in our great city. Scores and hundreds of our fellow-citizens have had like experience. But shall we not unite in bringing relief to those who suffer in such a way as to afford them a chance to help themselves? Let us subscribe to the Lake Employment Fund those who cannot give at once let them in a cash payment could greatly aid by making a subscription conditioned on monthly payments for a period of three months. This would make them contributors burdensome to them, and at the same time would enable all who are so fortunate as to be employed to give something to assist their less fortunate brethren. It is impossible to estimate the need of the unemployed of this city. St. Louisans who, owing to the hard times, are out of work, needy, too self-respecting to beg, and asking that their fellow St. Louisans will give them work whereof to save them from beggary. Will you help these men?"

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